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COMMANDER NAVY REGION MID-ATLANTIC



Serving the
**Mid-Atlantic Region
Navy Community**

Safety Office

Naval Amphibious Base
Little Creek



SAFETY ADVISOR May 2006

The Navy Region, Mid-Atlantic Public Safety, Little Creek Safety Office publishes the Safety Advisor and widest dissemination within your organization is encouraged. Please post on official bulletin boards and route to your staff.

Crosswalk Safety at NAB Little Creek



We see them all the time, but just how much attention do drivers pay when they see a crosswalk? How well are pedestrians paying attention to on-coming traffic? Driving around the base and observing traffic, neither one seems to be paying enough attention. We have a large percentage of pedestrians walking and running at all times of the day. This is a "two-way street". Motorists need to be alert to pedestrians and crosswalks on base. Responsibility for crosswalk safety applies to the pedestrians as well as the drivers. Do not step out and assume that you are invincible just because you are within the white safety lines of a crosswalk. Go back to the basics that you were taught early in life, "Look both ways before crossing the street and don't step out in front of on-coming traffic".

Crosswalks are heavily used in the following areas on base:

- ✓ Amphibious Drive in the areas of Bldg 1165 and 1265 (NIOC/NETWARCOM)
- ✓ Bldg 3535 – Base Chapel – pedestrian traffic crosses D Street in front of the chapel and on 5th Street
- ✓ Bldg 3147 – Rockwell Hall (Gym) pedestrian traffic crosses 5th Street
- ✓ Intersections near McDonalds, Sulinski Field, and the NEX Furniture Store (ATM's/Subway...)
- ✓ Bldg 3602 – School of Music – pedestrian traffic crossing Gator Blvd to Bldg 3560 (Bowling Center)
- ✓ Intersection of E Street and 7th Avenue (between the School of Music and the Galley)
- ✓ Pedestrians crossing Amphibious Drive from employee parking areas to the Navy Exchange and Commissary areas

Please be alert in these areas!

What causes the most accidents at pedestrian crosswalks?

Research suggests that a crosswalk gives a pedestrian a false sense of security. They often step off of the curb expecting the vehicle to stop and the driver fails to stop, resulting in an accident. At any crosswalk, marked or unmarked, the pedestrian is responsible to be cautious and alert before crossing the street.

Do I have to yield the right of way at a pedestrian crosswalk?
Yes! At any crosswalk, marked or not, drivers must yield the right of way to pedestrians in the crosswalk. Crosswalks are used mainly to encourage pedestrians to use a particular crossing area at the intersection.

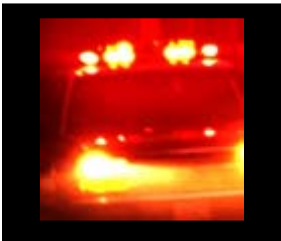


Where are crosswalks normally marked?

At intersections where there is substantial conflict between vehicle and pedestrian traffic, such as school crossings, signalized intersections and non-signalized mid-block crosswalks



Excerpts are from VA Laws Pertaining to Pedestrians (from VA Code On-Line Section 46.2-821 – 46.2-926)



Traffic Death Update

April 21 – An AMAN from CNATTU Lemoore died from injuries suffered in a wreck on April 6. He had lost control of his motorcycle, run off the edge of a road and cart-wheeled through a plowed field.

[PMV Stats](#) | [PMV Narratives](#)

Navy and Marine Corps PMV Deaths FY06 to date: 88

http://safetycenter.navy.mil/traffic_update.htm

May Safety Focus

Traffic Safety – Safety Belts

Accidents happen and people are injured about every 15 seconds. Wearing your seatbelts double your chances of walking away from an accident without serious injury. Did you know that there are really 3 collisions in every crash...the *vehicle collision* occurs when you strike another car or other stationary object...the *human collision* occurs when your unrestrained body continues forward, at the same speed the vehicle was traveling before the accident, until it collides with the steering wheel, the dashboard, the windshield, or the ground if you are ejected from the vehicle...the *internal collision* occurs when your organs, brain, lungs, heart, kidneys, etc. are still moving and impact your skull or chest cavity causing internal bruising and bleeding...Your seatbelts can help to minimize the human and internal collisions saving you from serious injury...yes, your chest and hips will hurt when the seatbelt locks up and does the job it is intended to do, but those injuries are less severe than injuries that occur to unrestrained drivers.

May is Motorcycle Safety Awareness Month

Motorcyclists please read!!!



The Issue - When motorcycles and other vehicles collide, it is usually the other (non-motorcycle) driver who violates the motorcyclist's right-of-way ([NHTSA, 1998](#)). There is a continuing need to help other motorists "think motorcycles" and to educate motorcyclists to be aware of this problem

Where We Are - Several factors combine to cause drivers of other vehicles to overlook motorcyclists and subsequently violate their right-of-way:

- Motorcycles and their riders are a relatively small component of the total traffic mix. Therefore, their visual recognition is reduced.
- Many drivers do not anticipate routine encounters with motorcyclists in traffic.
- Motorcycles are smaller visual targets and are more likely to be obscured. Research shows drivers who also ride motorcycles and those with family members or close friends who ride are more likely to observe motorcyclists and less likely to collide with them (*Brooks, 1990*). This indicates that drivers can see motorcyclists, whom they might otherwise overlook, if they mentally train themselves to do so. The visual problem is compounded by a variety of visual limitations confronting drivers:
- Automobiles have obstructions and blind spots that can obscure or hide a motorcycle and rider. These include door pillars, passengers' heads, and areas not visible in the mirrors.
- Other conditions affecting the vehicle—such as precipitation, glare, and cargo—can further impair a driver's view and obscure motorcyclists.
- Objects and environmental factors beyond the vehicle, including other vehicles, roadside objects, and light patterns can make it more difficult for drivers to identify motorcyclists in traffic.

(NHTSA National Agenda for Motorcycle Safety –Social Factors -

<http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/00-NHT-212-motorcycle/social31-32.html>)

CLICK-IT OR TICKET

May 22- June 4

Click It or Ticket is a high visibility enforcement program designed to raise safety belt usage and save people from death and serious injury on the streets and highways.

The program will use educational radio messages recorded personally by chiefs and sheriffs, along with stepped-up enforcement, to send a strong message that safety belts save lives.



The **Click It or Ticket** campaign is currently used in 18 other states and the District of Columbia. In other Click It or Ticket campaigns, the occupant restraint usage rate increased by more than 10 percent, meaning that thousands of previously unbuckled drivers and passengers began using safety belts and child safety seats.

The campaign consists of strict enforcement, strong educational messages in the form of ads on most radio stations in the area, and numerous public appearances by officers on behalf of the program.

Virginia's statewide safety belt compliance rate is currently 80.4 percent. The goal of 2006 Click It or Ticket is to raise the rate to at least 82 percent nationally.



Random Thoughts...

A king sized waterbed holds enough water to fill a 2000 sq.ft. house 4 inches deep....

...more on Jogging and Running on base

(NABLC msg R121922Z Jan 06)

Reminder to commands running/jogging in formation on base:

- Keep formations to two abreast along roadways, staying out of the roadway
- Road guards for formation joggers shall wear reflective vests for better visibility
- When jogging on sidewalks, jog in single file so that pedestrian traffic is not obstructed
- Keep formations together; road guards should not hold traffic to allow every straggler to get across the road; keep delays reasonable
 - If you cannot keep formation, then run in single file
 - Large formation running/jogging; Commands desiring to conduct training with large formations need to coordinate their runs through the NAVPHIBASE Little Creek Staff Plans and Training Dept (N7) at 462-4410
 - Large formations are not to run along major roads such as Amphibious Drive or Gator Blvd.
- Motor vehicles nearing formation joggers shall approach at a speed of no more than 10 mph when within 50 yards of the formation
- Motor vehicles shall not pass formation runners/joggers unless directed to do so by road guards and shall then proceed at no more than 10 mph until 50 yards past the formation



Coming attractions... in the next issue of the Safety Advisor

The Critical Days of Summer...

Severe Weather Preparedness...

Summer Heat...

"The Deficiency Corner"

Could this be your worksite???

If you have this problem... let's do something about it!!



Problem: Knockout removed in the power disconnect box
Violation: 29 CFR 1910.305(b)(1)
Solution: Contact NAVFAC for an electrician to replace knockouts



Problem: Using an extension cord as permanent wiring
Violation: 29 CFR 1910.305(g)(1)(iii)
Solution: Remove from use and contact NAVFAC for an electrician to install additional circuit/outlet

...It Happens In May...



The Naval Safety Center calendar highlights the following Safety Dates in May:

- National Electrical Safety Month
- Motorcycle Safety Awareness Month
- North American OSH Week 04/30 – 05/06
- National Safe Kids Week 05/06 – 05/13
- National Safe Boating Week – 05/20 05/26
- Buckle Up America Week – 05/22 – 05/29
- Click It or Ticket Campaign – 05/22 – 06/04
- **May 16th – 1300 – The quarterly Base DUI Prevention Meeting will be held at the Navy Marine Corp Reserve Center, Building 1.**
- **May 18th – 0930 – The quarterly Base Traffic Safety Council will meet at the Base Chapel Bldg 3535. Attendance by command safety representatives is encouraged.**
- May 20th is Armed Forces Day

**And don't forget...
May 14th is Mother's Day**

Safety Funnies

A local company offers a bonus award for employee ideas that improve safety, quality, or performance...a co-worker noticed there was a power switch suspended 16 feet over our machinery. He suggested that a chain be attached to the switch, allowing it to be pulled for quick shut-off in an emergency. The suggestion went through the proper channels and was rejected...

*One reason for rejection was that "the chain might be pushed up one-day, accidentally turning on the power switch"...
(hmm...so many thoughts and comments cross my mind here...)*

MOTORCYCLE RIDERS PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS

Per OPNAVINST 5100.12G, the following PPE is mandatory for all persons operating or riding as a passenger on a motorcycle on a Naval installation (military on and off base and civilian on-base):

(a) A properly fastened (under the chin) protective helmet certified to meet U.S. Department of Transportation (DOT) standards. If the host nation does not have an equivalent helmet standard, the helmet will meet the U.S. DOT standard. Fake or novelty helmets are prohibited.



(b) Properly worn eye protective devices (impact or shatter resistant goggles or full-face shield properly attached to the helmet). A windshield, fairing or eyeglasses alone are not proper eye protection.



(c) Properly worn long-sleeved shirt or jacket, long- legged trousers and full-fingered gloves or mittens designed for use on a motorcycle.



(d) Sturdy footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.



(e) A brightly colored outer upper garment during the day and a reflective upper garment during the night. The outer upper garment shall be clearly visible and not covered. **Military uniforms do not meet these criteria.** (note: reflective vests are considered acceptable)

(f) PPE for operators of government-owned motorcycles, ATVs and OHMs during off-road operations shall also include knee and shin guards and padded full-fingered gloves.

NABLC Safety Website Inquiry

INQUIRY: *"I'm looking for the regulations for riding a bicycle aboard NABLC. Please advise."*

RESPONSE: We follow the Navy Traffic Safety Program (OPNAVINST 5100.12G). You can find it on our website at <http://www.nablc.navy.mil/safety/instructions.htm>

Below are the sections that speak to bicycle use:

- ✓ Do not wear portable headphones, earphones or other listening devices while operating a motor vehicle or while jogging, walking, bicycling or skating on roads and streets on naval installations. Use of these devices on designated bicycle and running paths and sidewalks is permitted.
- ✓ Bicyclists shall comply with state law and local requirements while riding on naval installations. Safety equipment will include lights, reflectors, and horn. Bicyclists shall wear light colored clothing. At night or in periods of reduced visibility, reflective clothing will be worn.
- ✓ Everyone who rides a bicycle on a naval installation shall properly wear an approved (e.g., Consumer Product Safety Commission (CPSC), American National Standards Institute (ANSI) or Snell Memorial Foundation) bicycle helmet. Workers riding bicycles in areas that require the use of ANSI-approved helmets (hard hats) for protection from falling and flying objects are allowed to use those helmets if properly fastened under the chin. In unique operations or training situations, Commanders using risk management procedures may determine exceptions to the helmet guidance.



Please visit our website www.nablc.navy.mil/safety and send your safety questions to our office.

Scheduled Safety Training

The following Training Classes are scheduled:

- [Motorcycle Safety – Basic Rider Course \(BRC\)](#)

(New classes just added...)

- 08-09 May 2006 (*Class is full*)
- 22-23 May 2006 (*Limited space available*)
- 12-13 June 2006
- 26-27 June 2006
- 06-07 July 2006
- 17-18 July 2006
- 14-15 August 2006
- 28-29 August 2006
- 11-12 September 2006
- 25-26 September 2006
- 02-03 October 2006
- 16-17 October 2006
- 13-14 November 2006
- 11-12 December 2006



- For **On-Line Registration** & procedures, visit our website at <http://www.nablc.navy.mil/safety/motorcycletrainingcourse.htm>
 - Classes generally start at 0730 at Bldg 3535 Base Chapel. Participants are to meet in the parking lot at the corner of 5th St. and D St (Lot is located between the Base Chapel and the NEX Furniture Store). ---map on website---
 - Questions can be directed to 462-2199 or 462-2197



- AAA Driver Improvement Program (DIP):

- ✓ **(New classes just added...)**
- ✓ 10 May 2006
- ✓ 31 May 2006
- ✓ 14 June 2006
- ✓ 28 June 2006
- ✓ 12 July 2006
- ✓ 26 July 2006
- ✓ 16 August 2006
- ✓ 30 August 2006
- ✓ 13 September 2006
- ✓ 27 September 2006
- ✓ 25 October 2006
- ✓ 29 November 2006
- ✓ 13 December 2006

NEW COURSE
Driver Awareness Safety
Training (4 hrs)-
 See our website at
www.nablc.navy.mil/safety for
 details (satisfies the military
 under age 26 requirement)

- Classes generally start at 0730 on the last Wednesday of the month at Bldg 1602, Rm 112 E (Location changes will be announced next to dates above) of each month or as requested. We will be running one additional class on the 2nd Wednesday of the month from May 2006 through September 2006.
 - To register call 462-2199 or 462-2197 or visit our web site at <http://www.nablc.navy.mil/safety/dip.htm>
- Per OPNAVINST 5100.12G, the Navy Traffic Safety Program Instruction requires DIP classes for:
- All Navy military and DON civilian personnel operating government motor vehicles (GMV). Personnel are required to take the DIP Class if they are required to operate a GMV by job description, PD, a requirement of the specific job, etc. It does not include personnel who operate GMVs such as the CO/XO, person using a GMV to go on travel, etc.
- All Navy military and DON civilian personnel involved in a crash while driving a GMV (whether on or off government property)
- All Navy military personnel who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc.) while driving a private motor vehicle (PMV) or GMV (whether on or off government property)
- All DON civilian personnel in a duty status who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc.), while driving a PMV or GMV (whether on or off government property)
 - (Note- Serious violations are similar to those considered "6-point violations" by the Virginia Department of Motor Vehicles).
- Offenders, military or civilian, shall successfully complete the American Automobile Association's Driver Improvement Program (AAA DIP) conducted by a COMNAVSAFECEN-approved instructor or other COMNAVSAFECEN approved training or lose installation driving privileges

Thanks to everyone who contributed to this month's Safety Advisor

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MAY

TRAFFIC SAFETY

Motor vehicle mishaps claim the lives of more Navy and Marine Corps personnel each year than any other type of mishap. The primary causes of motor vehicle accidents are excess speed, alcohol, and fatigue. Night driving compounds these factors, accounting for even more mishaps. The Navy and Marine Corps are actively engaged in providing traffic safety training (automobile and motorcycle) to Sailors and Marines that focuses on behavior modification. Working with industry experts, Navy and Marine Corps safety staffs are identifying high-risk behaviors, such as failure to wear seat belts, and providing commands with preemptive strategies and alternate behaviors to offer at-risk personnel.

RESOURCES

Naval Safety Center's Motor Vehicle Division
www.safetycenter.navy.mil/ashore/motorvehicle/default.htm

U.S. Marine Corps Safety Division
hqinet001.hqmc.usmc.mil/sd/index.htm

National Highway Traffic Safety Administration
www.nhtsa.dot.gov/

Click It or Ticket Campaign
www.nsc.org/airbag.htm

Buckle Up America Campaign
www.buckleupamerica.org/

SUCCESS STORIES

NAS Sigonella Promotes Motor Vehicle Safety
www.safetycenter.navy.mil/success/stories/0077.pdf

Navy Region Hawaii Clicking In
www.safetycenter.navy.mil/success/stories/0116.pdf



Motorcycle safety instructor directs student onto course during mandatory safety training.

USMC photo



USMC photo

Marine buckles up before getting on the road.

SAFETY DATES

National Electrical Safety Month
www.electrical-safety.org

Motorcycle Safety Awareness Month
www.nhtsa.gov/portal/site/nhtsa/

30 April-6 May North American OSH Week
www.naosh.org/english/

6-13 National SAFE Kids Week
www.safekids.org/

7-12 DoD Injury & Unemployment Compensation Conf.
www.cpmis.osd.mil/icuc

13-18 Am. Industrial Hygiene Conf. & Expo 2006
www.aiha.org

16 Seventh Annual DoD Industrial Hygiene Forum
www.dodforums.org/IH2006/IH2006.htm

20-26 National Safe Boating Week
www.safeboatingcouncil.org/

22-29 Buckle Up America Week
www.buckleupamerica.org

22-4 June Click It Or Ticket Campaign
www.buckleupamerica.org